

Today's
Advertisements.THE HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above COMPANY will be held at the COMPANY'S OFFICE, No. 54, Praya Central, Hongkong, on MONDAY, the 24th July, 1896, at 3 o'clock P.M., when the Subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 22nd June, 1896, will be submitted for confirmation as a Special Resolution, namely:—

That the Articles of Association be altered in manner following:—

(a) Paragraph 10 of Article 2, which now reads as follows:—"Auditors, Secretary, and Manager mean those respective Officers from time to time of the Company," and the marginal note of the same paragraph shall be cancelled, and in lieu thereof the following marginal note and paragraph shall be inserted, that is to say:—

"Chief Manager, Secretary, and Auditors" respectively mean the persons for the time being performing the duties of these respective Officers."

(b) In Article 69 the words "One Thousand Dollars" shall be eliminated and there shall be substituted therefor the words "Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager" shall be substituted for the word "Manager."

(d) In Article 72 and in the marginal note thereof the word "Manager," where it occurs, shall be eliminated and the words "Chief Manager" shall be substituted therefor.

(e) At the end of Articles 83 and 87 there shall be added the words "or Chief Manager."

Dated the 23rd day of June, 1896.

By Order of the Board,

THOS. I. ROSE,
Secretary.

1024] PUBLIC AUCTION.

LAST SALE OF THE HONGKONG TRADING CO.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION

ON

FRIDAY, the 26th June, 1896,

commencing at 2.30 P.M.,

AT THE

HONGKONG TRADING CO.'S PREMISES,

the whole of the

FIXTURES, &c.,

including:—

PLATE GLASS CASES, COUNTERS,

SIDE CASES, SHELVING STANDS,

CHAIRS, CHEVAL GLASS, GAS FITTINGS,

IRON SAFES, HOWE'S PATENT RACING

SCALE with Measuring Standard, NICKLE

PLATED, SIGNBOARDS, SUNBELINDS,

ONE FINE CARVED PYRAMID SHOW

CASE, Suitable for JEWELLERY or FANCY

GOODS.

The above will be on View from THURSDAY,

the 25th June, 1896.

By Order of the Board,

GEORGE P. LAMBERT,
Auctioneer.

Hongkong, 23rd June, 1896. 1025

NOTICE.

CONSIGNEES OF CARGO per Steamship

"BELGIC."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for Counter-signature, and to take

immediate delivery of their Goods from

alongside.

Cargo Impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 23rd June, 1896. 1026

THE CHINA MUTUAL STEAM NAVIGATION

COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL,

VIA STRAITS AND SINGAPORE.

CALLING AT

COLOMBO, SINGAPORE, PENANG, AND

CEYLON.

(Taking transshipment Cargo for GLASGOW,

CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE."

C. H. Kemp, Commander, will be despatched at

above TO-MORROW, the 24th instant, at

Daylight.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 23rd June, 1896. 1027

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.

FOR YOKOHAMA AND KOBE.

THE Steamship

"CASSIUS."

Captain Threlkeld will be despatched for the

above Port TO-MORROW, the 24th instant, at

5 P.M.

For Freight or Passage, apply to

LAUTS, WEGENER & Co.,
General Agents.

Hongkong, 23rd June, 1896. 1028

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach will be despatched for the

above Port on THURSDAY, the 25th instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 23rd June, 1896. 1029

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND

LONDON.

THE Steamship

"CARMARTHENSIRE."

Captain Smeck will be despatched for the

above Port on FRIDAY, the 27th July, at Noon,

instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,
Agents.

Hongkong, 23rd June, 1896. 1030

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 23rd May, 1896. 1427

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LIST.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "2" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896. 14

BIRTH.
On the 15th instant, at No. 22, The Band, Shanghai, the wife of C. MONTAGUE EDY, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 23, 1896.

THE "MERCURY" LIBEL CASE.

We note that Messieurs KINGSMILL and CLARK, the Proprietors and Editors of the *Shanghai Mercury*, have published in their issue of the 13th instant an apology for an unreserved withdrawal of the imputations on the Institute of St. Joseph at Shanghai and on the Superiores, which were published by them in the form of letters from correspondents between the 20th and 24th April last. We hope that the publication of this apology will put an end to all further proceedings at law. It is never at any time desirable that religious men and women should be parties to litigation of any kind; it is doubly so when the questions in dispute affect character and conduct and take the shape of actions for defamation. Sometimes, however, such proceedings are absolutely necessary for the protection of higher interests than those involved in the mere question of personal reputation. We believe this to have been one of those cases in which action was necessary and justifiable, but having attained its end in the public withdrawal of the imputations made on the Institute of St. Joseph, the suit ought now to be withdrawn. No claim for damages in money should be persisted in, and we have no doubt satisfactory arrangements could easily be made for the settlement of any question of costs. We congratulate our contemporaries on having at length adopted the only proper course. We publish the apology in another column.

THE VENEZUELAN IMBROGLIO.

Reuter has certainly been very liberal in the length of his message dated London, the 21st June, received here about 4.45 p.m. yesterday. We fully expected to find the contradiction of the report about the conflict in the debatable territory on the borders of British Guiana and Venezuela. It was of American origin, and that alone was sufficient to throw doubt on it. At the same time it is possible that this Venezuelan trouble may, at any moment, come to a head in the form of a conflict between the contending parties on the disputed frontier. Such a conflict may be in its origin purely accidental. On the other hand it may be deliberately provoked by angry Venezuelans, or by filibustering Americans. By Americans we mean subjects of the United States. There are millions of them at this moment who would do anything to plunge their country into a war with Great Britain. And why they hate us God only knows. They have no just reason and the great majority of the nation are well aware of it, but alas! the great majority of the nation take no active part in the Government of the country or in the management of its Press. They will, perhaps, wake up when it is too late to do any good. If lives should be lost in any squabble along the banks of the Orinoco, there would probably be such an outburst of popular feeling and popular passion in the States that no President, except a Lincoln, would attempt to oppose it, especially on the very eve of an election. Moreover, language might be used in Messages to Congress and in despatches that could not be taken back and could not be submitted to by any Government or nation possessed of a particle of self-respect. The Venezuelan difficulty would probably have been settled by this time but for the threat contained in Mr. CLEVELAND'S Message on the subject to Congress.

We have recently very carefully examined, not the Blue Book itself, but a very careful *résumé* of it prepared for the *Law Magazine and Review*, and the English case as there stated does not impress us as a very strong one. The Spaniards were the first possessors of the whole of that portion of South America. Until the Treaty of Münster they never recognised the Dutch as anything but interlopers. By that Treaty they recognised as Dutch whatever the Hollanders were actually in possession of on the coasts between the mouths of the Amazon and of the Orinoco, but the limits of these possessions were nowhere at any time defined. When England took over the colony from the Dutch in 1814 there was no settlement of boundaries. The frontier lines were still *in air*. The whole country was Spanish, except what the Dutch, and afterwards the English, were lawfully in possession of, and the lawful possession was to be arrived at by reference to the date of the Treaty of Münster. The Venezuelans are clearly heirs to all the rights of Spain in that quarter. It is immaterial that the inheritance passed through other hands. It was after all only a change of name. Since 1814 there has never been any settled boundary agreed to by both parties, and unless both parties agreed there could be none. The whole of the British correspondence admits that there was no definite settled boundary and that the British Government was seeking one. Boundary lines have been marked out and abandoned, suggested and modified, and withdrawn. If ever there was a fitting case for arbitration it seems to us that this Venezuelan boundary question is one, and it is only a question of to whose decision the question should be submitted, the question being—what were the actual limits of the Dutch occupation at the date of the Treaty of Münster? They made no legitimate accretions after that date, and what they lawfully had then is what they transmitted to us in 1814.

If because of the weakness and indecision of our Government since then people have settled in disputed territory and as the result of the Arbitration lose their property or find themselves in a worse position, our Government should compensate them. We believe it would be found as an historical fact that the Dutch possessions did extend northward to Barima Point, but we have not seen the evidence on the other side, and the point is involved in so much obscurity that only a careful investigation by trained men, learned and impartial, could decide it. The right depends on the fact. The fact is nowhere clearly established. It depends upon an examination of the evidence. In such a case, what can be done but arbitrate? No amount of correspondence or negotiation will ever enable the parties to arrive at a satisfactory conclusion, and our Government would appear to have recognised the immense difficulty of determining the boundaries as a matter of right by always proposing a conventional line of frontier.

TELEGRAMS.

REUTER'S MESSAGES.

THE BRITISH AND JAPANESE

MERCANTILE MARINE.

LONDON, June 21st.

The Peninsular and Oriental Co. have entered the Nippon Yusen Kaisha at an important representative gathering of English and Japanese mercantile shipping interests. The Japanese Minister was also present. Warm expressions of mutual regard were interchanged.

REVOLT OF THE DRUSES.

The Druses have revolted, and annihilated four companies of Turkish troops, capturing several guns.

REBELLION IN MASHONALAND.

The rebellion in Mashonaland is spreading, and the natives are massacring the whites in the only districts of Salisbury and Maseko. All the whites in a country district have been ordered to leave Salisbury, where there is a scarcity of men. The reports from the Cape and Maseko have been ordered to Mashonaland.

TELEGRAMS.

A CONTRADICTION.

The telegram from the *New York World* concerning a collision between the British and Venezuelans at Barima is untrue.

CRICKET.

The Middlesex (Middlesex) XI have beaten the Australian XI by four wickets.

FRANCE AND MADAGASCAR.

The French Chamber has passed the bill for the annexation of Madagascar.

LI HUNG-CHANG IN GERMANY.

Li Hung-chang has been entertained at a banquet at Stettin, and will proceed to Kiel, where he will meet with an official reception.

THE PRESIDENTIAL ELECTION.

The Monroe doctrine is a plank of the Republican platform. The Republicans have decided to permit no increase of the present European dominion in America on any pretext, and hope for the eventual entire withdrawal of European rule from the American continent.

THE TRANSVAAL AND THE JAMESON RAID.

Dr. Leyds has wired to Mr. Chamberlain strongly protesting him to prosecute Mr. Cecil Rhodes, Mr. Beit and Mr. Harris. He at the same time greatly regrets the delay of the enquiry into the complexity of the Chartered Company in the Jameson raid, and urges the complete transfer of the Chartered territory to Imperial rule.

(From the *Stam Observer*).

ENGLAND AND GERMANY.

LONDON, June 12th.

Emperor William has despatched a telegram to the British naval architects who lately visited Germany, hoping that the cordial reception accorded them by Germany has proved to them that blood is thicker than water.

THE SOUDAN EXPEDITION.

LONDON, June 12th.

Lord Salisbury, speaking in the House of Lords, has declared that, while Dongola is the present objective of the expedition into the Sudan, and he would not pledge the Government to a forward policy beyond Dongola this year, he would still not consider that Egypt had been made safe until her flag floated at Khartoum. Colonel Kitchener had been given a free hand upon Dongola, but had been instructed not to go beyond it.

(From *L'Avant de l'Inde*).

ANOTHER ANARCHIST OUTRAGE.

PARIS, June 12th.

An explosion has taken place on board a man-of-war at Toulon, by which five were killed and a large number wounded. The explosion is attributed to anarchists, of whom many have been arrested in Toulon.

(From *Kobe Chronicle*).

ALLEGED MURDER BY A LEGATION ATTACHE.

NAGASAKI, June 15th.

A Naval or Military Attaché of a certain Foreign Legation in Tokio, who on a visit here, fatally shot, on the night of the 13th inst., the captain of the *Ruffian* (N), a steamer of the Russian Volunteer Fleet, and also hurt himself a little.

The telegram, it will be observed, is very vaguely worded. *Bukutan* is the words employed to describe the attaché. Literally they mean "a certain military (or naval) officer."—Ed. K.C.]

THE PREMIER IN FORMOSA.

TOKYO, June 15th.

A telegram from Taipei has been received by the Government, stating that Marquis Ito and Saigo arrived at Kelung on the afternoon of the 14th instant.

THE NEW MINISTER TO KOREA.

TOKYO, June 15th.

Mr. Hara, the new Minister to Korea, has gone to Morioka, his native town. He is expected to return to Tokio in four or five days, and will leave for Korea by the steamer leaving Kobe on the 25th inst.

THE GREAT TIDAL-WAVE IN JAPAN.

10,000 PEOPLE DROWNED.

Mr. Scott, Reuter's Agent at Shanghai, has kindly given us the following information:—

It is estimated that 10,000 people were drowned by the tidal-wave in Japan. It extended seventy miles along the north-east coast, and many towns have been destroyed.—*Mercury*.

THE PERIN-CANTON RAILWAY.

It was at first decided that the capital for the railway to be built from Peking to Canton should be furnished exclusively by Chinese, but on the representations of Taotai Hsien, Princes Chin and Kung have agreed that foreigners may also subscribe capital on the same terms as natives.—*China Gazette*.

QUARANTINE AT MANILA.

The following notification re quarantine was published in the *Diario de Manila* on the 13th instant:—

Information having been received from the Spanish Consul at Hongkong confirming information received unofficially as to the increase of bubonic plague at that port and its extension to other ports on the coast of China, it is decreed as follows:—

(1) Arrivals from Hongkong, Amoy, Canton, Shanghai, and other ports of China affected with bubonic plague, are declared infected and they will be subjected to a rigorous quarantine of fifteen days if no case has occurred during the voyage, and, in the contrary case, to twenty days, in accordance with the provisions of article 112 of the regulations of the Port Sanitary Authority.

(2) Arrivals from ports notoriously compromised on account of the non-adoption of sanitary precautions against infected ports, whatever the distance separating them, will be subjected to a quarantine of observation in accordance with article 116 of the aforementioned regulations.

There is absolutely no truth in the report of an increase in the number of cases of plague in Hongkong, as the returns clearly indicate.

LOCAL AND GENERAL.

THERE were three cases of plague to-day—two in the city and one in Kowloon.

THE Japanese are, according to the *Shanghai Mercury*, going to construct a large dock at Makung, in the Pescadore Group.

THE Peking correspondent of the *Shanghai Mercury* reports that Sir Robert Hart is rapidly regaining his former health, strength, and spirits.

THE British steel armour-clad cruiser *Eik* and the commerce-destroyer *Firebrand* arrived at Shanghai from riverine ports on the 13th instant.

MR. H. E. WOODRUFF has been appointed Commissioner of Customs at Ichang and Shashi. Mr. Schjott has relieved Mr. Woodruff at Chungking.

PRINCE CHUNG (the father of the Emperor) is ill. His Majesty has been making calls on him recently, to see how the grand old Prince is progressing.

THE new Provincial Judge for Canton, H.E. Kwei, arrived at Shanghai, from the north on the 16th instant. He will visit Sochow before starting for Shanghai for the south.

THE rainfall during the twenty-four hours ending at 10 a.m. this morning was the greatest so far this year, being 3.74 inches. Nearly half of this fell between midnight and 2 a.m. this morning.

OXFORD University has decided to confer the degrees of honorary D. C. L. upon the United States Ambassador to the Court of St. James (Hon. Thomas F. Bayard), Mr. John Morley, and the Hon. Joseph Chamberlain, Secretary of State for the Colonies.

DURING the thunder storm about 1.30 this morning lightning struck the old gaol on Stonecutter's Island, at present occupied by the Sikh guard of the powder magazine. The wall was cracked and a piece of the parapet knocked off, but none of the inmates received any injury.

WE (*N. C. Daily News*) are courteously informed by the agent of Reuter's Telegram Co. that news has been received by wire that the north of Japan has been visited by a great earthquake wave and a succession of earthquakes, by which many lives have been lost and great damage has been done to property.

THE new Chinese postal service now being organised is making headway and under Sir Robert Hart's advice the Government are, says the *Mercury*, beginning to abolish their old system of overland courier services throughout the empire, by doing away first with one half of the men and horses engaged in the services. This will mean an annual saving of a million taels to the Imperial exchequer.

NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co's steamship *Belgic*, Capt. J. N. R. R., from San Francisco, via Yokohama and Nagasaki, with the American mails up to 23rd May, arrived in harbour this morning. We are indebted to our San Francisco exchanges for the subjoined interesting telegrams:—

THE ST. LOUIS CYCLONE.

ATLANTIC (Ill), May 27th.

St. Louis was made desolate this afternoon by a cyclone and cloudburst, which crushed out the lives of hundreds of citizens, razed proud buildings to the ground, converted her streets into a tangle of rubbish, and inundated all the outlying districts. East St. Louis, across the river, is burning up. A span of the East bridge was wrecked and several lives were lost. More than a thousand persons are reported killed, thousands of bleeding from have been taken to the hospitals, and 30 millions of dollars in property have been destroyed.

The storm came suddenly, as a thief in the night. St. Louis was smiling this morning under summer skies and with bursts of sunshine. The turbulent river, chafing at the shores and great levees, was filled with steamers and pleasure craft. Across the Mississippi, like a bit of delicate lace work on the throbbing throat of the stream, stretched the great East bridge, whose gliders echoed with the busy hum of traffic.

Black clouds rose over the southern horizon's rim at noon and elicited across the skies like squadrons of fiend-voiced demons. They massed and assembled as if at some distant bugle call, and then hung over the city, the mobilized forces of the storm. The sky was overcast; the copper sun was obscured; the light faded from the sky. Children hurried through the streets to shelter. Lights were lit in offices and homes. St. Louis was preparing for a night of peace and quiet.

The cloud array at 5 o'clock began to make concentric circles. It seemed possessed as by a spirit of evil. Great masses of clouds whirled and reeled. The wind, gaining velocity every minute, swept through the city, it became a gale. By 6 o'clock the winds were sweeping through the streets at the rate of eighty miles an hour. Signs were tossed from store fronts, and rubbish and timbers were thrown about.

Then came the rain, at first a few drops at a time, and then in solid sheets. Lightning flashed in and out among the shifting clouds and thunder echoed along the levees. The clouds broke, and it seemed as though the floodgates of the sky were opened. Water fell as though in solid columns.

The cyclone burst upon the city as though directed by a legion of fiends. Houses were unroofed, heavy cornices were blown from tops of buildings, houses were overturned as though up-beaved from the foundations. Tall buildings were thrown down as though they were flimsy shanties. Citizens who had sought the shelter of their homes were crushed under their demolished dwellings. The dead bodies of householders lay across their own shattered hearthstones. Great numbers were scattered through the air as if from invisible catapults.

It is reported at late hour that 200 girls are in the ruins of a cigarette factory in St. Louis, and that the list of dead in East St. Louis will include at least 300 names. The tornado in East St. Louis was followed by fire, and a mid-night estimate places the loss to property at \$3,000,000. It is reported that fifty children were killed in the wreck of a school in Drake, this state, about fifty miles from this city. Another report states that in the wreck of Vandalla station thirty persons were killed.

LI HUNG-CHANG TALKS.

MOSCOW, May 24th.

Li Hung-chang, the special envoy of the Emperor of China to the coronation of the Tsar, has submitted to an interview on the subject of his mission in Russia and in other Western countries which he will visit when he leaves Russia. He said he intended to go to America after visiting France and England. The sole mission entrusted to him, he continued, apart from the coronation, was to study the European and American systems of government with a view to introducing foreign customs in China.

He formally denied that any treaty had yet been concluded with Russia, as has been so often asserted in the last few months. He also said that he had no projects for the conclusion of treaties with any power. Russia and China, he averred, were in accord on all points, and it was China's wish to maintain the same excellent relations with France.

Questioned as to the relations of China to Great Britain, Li said it was difficult to make himself acquainted with this point until he had visited England.

The *Standard's* Berlin correspondent says: It is reported that Li Hung-chang has concluded negotiations with Russia by which, for the concession of a Russian railway through Manchuria, Russia consents to China nearly doubling the import duties at treaty ports. It is doubtful if the other powers will consent to an increase of duties without some compensations.

In spite of vehement opposition, the Emperor of China has confirmed the formation of a reform club. In Peking for the purpose of studying the reforms which China needs.

A NEW RUSSIAN WARSHIP.

LONDON, May 23rd.

Considerable curiosity prevails in naval quarters in Europe with regard to the new Russian war-ship recently launched at Cronstadt. This vessel, christened *Rositsa*, has a displacement of 12,105 tons, 17,000 horse-power, and a speed of thirteen knots.

These particulars are not officially denied, but a current rumor at St. Petersburg suggests that the vessel is really twenty-four knots, which would make the *Rositsa* immeasurably superior to all the new ships of its class and size in the world, while in regard to armament it has guns of novel design and remarkable power, and other death-dealing machines which would enable it to speedily dispose of England's largest battleship.

Whatever the truth is regarding these stories, it is undeniable that the *Rositsa* was built in a very novel manner, but it is absolutely impossible to obtain the particulars. Nobody is allowed to go near it. The newspapers are forbidden to publish anything about it, and would-be enterprising journalists have just received a significant warning by the arrest of a Russian official, who put a few questions to a subordinate officer employed in the Russian Admiralty.

The *Rositsa* is said to be intended for special service in the Far East, where most Russians appear to think their naval and military forces will be next engaged. The Russian Admiralty, of course, is in a position to preserve its secrets for the time at any rate.

FIRE AT TROY CAR ACCIDENT AT VICTORIA.

VICTORIA (B. C.), May 26th.

The most awful accident in the history of the Pacific North West occurred in this city to-day. A trolley car, the largest in the service of the newly organized Consolidated Railway and Lighting Company, loaded with over 120 men, women and children, crashed through Point Ellice bridge, carrying most of its human cargo to a watery grave.

The accident occurred at 3 o'clock this afternoon. At the time of writing, 8 o'clock, sixty-one bodies have been taken from the water and it is thought that nearly as many again are still under the debris. Those taken out were mostly found in the car. Very few escaped, and those who are saved are all badly cut and bruised.

For three days the Victorians have been holding a grand funeral in honor of Queen Victoria's birthday. This afternoon it was to have been wound up with a grand sham battle at Macaulay point, where the new fortifications have just been completed. Almost every person in Victoria and thousands of visitors from the Sound and mainland cities were crowding to the scene.

Car No. 16, the one which met with the accident, preceded by a smaller car and followed by another, left the corner of Yates and Government Streets at 2 o'clock. They proceeded very slowly, all being heavily loaded with women and children inside and men and boys hanging on to every conceivable place.

The first car got over the bridge safely, but the structure sagged so badly that a man on it waved to the motorman of No. 16 not to come, but he continued on his journey. The car had hardly reached the second span when the bridge began to crack. The next moment 150 feet of the bridge, or one span, swerved to one side and went into the water with a terrible splash.

Those on the platform, with a few exceptions, jumped off and swam ashore or climbed on to the timbers of the wrecked bridge and were picked up. Those in the car, however, were caged in and had very little chance of saving themselves. Those who did get out were badly cut and nearly drowned.

Several boats were passing at the time, and the occupants quickly realizing what had happened went to work with a will. They succeeded in rescuing a number of women and children, who were rescued after reaching shore. By far the greater number are dead.

The new bridge, like lightning, and people crowded to the scene of the accident. Firemen, police and a thousand volunteers went to work with a will, and although they did their work quickly, it was only to recover the bodies. The water and heavy iron and timbers of the bridge had done their work.

Every doctor in the city as well as those from the navy was soon at the scene, and with coats and sleeves rolled up they did their best to save the lives of those who were being brought in by ones and twos. But their work, too, was of little avail.

THE CORONATION AMNESTY.

LONDON, May 19th.

The *Chronicle's* Berlin correspondent says that the *Berlin Tagblatt* claims that the Tsar's manifesto will give amnesty, partial or complete, to Russian prisoners in Siberia. Those sentenced to life or penal servitude will receive mitigation of the sentence, and offenders sentenced to return to any part of European Russia, except St. Petersburg and Moscow. The sentences of those in jail in European Russia for serious offences will be reduced by one-third. A large number of minor offenders will be pardoned. Numbers of those who left the country for political relief will be pardoned on condition of their taking the oath of allegiance.

It is reported at late hour that 200 girls are in the ruins of a cigarette factory in St. Louis, and that the list of dead in East St. Louis will include at least 300 names. The tornado in East St. Louis was followed by fire, and a mid-night estimate places the loss to property at \$3,000,000. It is reported that fifty children were killed in the wreck of a school in Drake, this state, about fifty miles from this city. Another report states that in the wreck of Vandalla station thirty persons were killed.

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Auctions.

PUBLIC AUCTION.
FOURTH CLEARANCE SALE OF THE
HONGKONG TRADING CO.
THE Undersigned has received Instructions
to Sell by
PUBLIC AUCTION,
TO-MORROW
(WEDNESDAY), the 24th June, 1896,
commencing at 2.30 P.M.,
HONGKONG TRADING CO.'S PREMISES,
THE REMAINING
STOCK-IN-TRADE,
Comprising—
FURNISHING GOODS,
SUCH AS
CARPETS, COIR MATTING, COIR MATS,
CUSHIONS, CRETTONNES, TICKING,
FURNITURE TRIMMINGS, IRON BED-
STEADS & COTS, SPRING MATTRESSES,
BILLIARD REQUISITES, BRASSWARE,
&c.
Some Celebrated SPORTING PICTURES
&c.
ALSO
A QUANTITY OF
GENTLEMEN'S and LADIES'
DRESSING, STATIONERY, HABER-
DASHERY and SUNDRY ARTICLES.
Catalogues will be issued prior to Sale.
On View from TUESDAY, the 23rd June,
at 10 A.M.—The FIXTURES, FURNITURE,
SAFES, &c. will be Sold on THURSDAY, the
24th June, 1896.
TERMS OF SALE—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 18th June, 1896. [1006]

GOVERNMENT NOTIFICATION.

No. 218.
THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot on
MONDAY,
the 24th day of June, 1896, at 4 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th June, 1896. [1015]
Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday,
the 24th day of June, 1896, at 4 P.M., by Order
of His Excellency the Governor, of Six Lots of
CROWN LAND, at Tai Kok Tsui, Kowloon, in the
Colony of Hongkong, for a term of 95 Years.
PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	No. 683	Kowloon Inland	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	750	7	120
2	No. 684	Do.	Do.	750	8	93
3	No. 685	Do.	Do.	750	6	50
4	No. 686	Do.	Do.	750	6	93
5	No. 687	Do.	Do.	750	6	93
6	No. 688	Do.	Do.	750	6	93

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILONG,"
Captain Davis, will be despatched for the above
Ports TO-MORROW, the 24th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.
Hongkong, 23rd June, 1896. [1021]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY.
(Taking Cargo and Passengers at through rates for
NINGPO, HANKOW, NEWCHANG,
TIENSIN, HANKOW and PORTS on the
YANGTZE).
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above TO-
MORROW, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th June, 1896. [1020]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND
CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Geo. Payne, will be despatched as above
on MONDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd June, 1896. [1018]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**
FOR SYDNEY (DIRECT) AND ADELAIDE.
THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the
above Ports on THURSDAY, the 2nd July.
This well-known Steamer is specially fitted for
Passengers, and has large Cooling Chambers,
thus ensuring a supply of Fresh Meat, Ice, &c.,
throughout the voyage. A daily qualified Surgeon
is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1896. [1023]

**JAVA, CHINA, JAPAN LINE OF
STEAMERS.**
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.
PROPOSED SAILINGS
(Subject to Alterations).
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.
FROM HONGKONG.
S.S. Germania To JAVA 1 June.
S.S. Federation To JAVA 1 July.
S.S. Cassius To JAVA 1 August.
S.S. Cassius To JAPAN 1 June.
S.S. Germania To JAPAN 1 July.
S.S. Federation To JAPAN 1 August.
General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 4th June, 1896. [1025]

Intimations.

SUMMER REQUISITES.

CITRATE MAGNESIA. SEIDLITZ POWDER.

RASPBERRY CITRATE. WATKINS' SALINE.

FRUIT SYRUPS. LIME FRUIT CORDIAL.

LIME FRUIT JUICE. FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

From WATKINS & CO., APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,
LUCIUS & BRUNING ROCHSTADT/MAIN.DR. KNORR'S LION BRAND
"ANTIPYRINE,"
(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S
ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as
amazing.

DR. OVERLACH'S

"MIGRAININE,"
(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,
and generally where the administration of other remedies have failed.
To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.

**ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.**
JAVA, CHINA, JAPAN LINE.
FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.
THE Steamship
"GERMANIA,"
Captain Bendixen, will be despatched for the
above Ports TO-MORROW, the 24th instant,
at 5 P.M.
Through Bills of Lading issued for all Ports
in the East Indian Archipelago, Amsterdam,
Rotterdam, Genoa, Marseilles, Antwerp, London,
Naples, Leghorn and Trieste.
For Freight or Passage, apply to
LAUTS, WEGENER & Co.,
General Agents.
Hongkong, 20th June, 1896. [1013]

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**
FOR MANILA (DIRECT).
THE Company's Steamship
"YUENSANG,"
Captain W. Waddilove, will be despatched as
above TO-MORROW, the 24th instant, at 5 P.M.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th June, 1896. [1008]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched as above on
FRIDAY, the 26th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1896. [1026]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND
LONDON.
THE Steamship
"CARMARTHENSHIRE,"
Captain Shcock, will be despatched for the
above Ports on about the 27th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th June, 1896. [1000]

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR MELBOURNE.
THE Steamship
"TSINAN,"
G. Ramsay, Commander, will be despatched on
TUESDAY, the 30th instant.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber carries the
Supply of Fresh Provisions during the entire
voyage.
A daily qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1896. [1021]

"MILBURN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"HANKOW,"
Captain Orr, will be despatched for the above
Port on FRIDAY, the 3rd July, at Noon,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th June, 1896. [1020]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"AGAMEMNON,"
Captain Reeves, will be despatched as above
on MONDAY, the 6th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1896. [1028]

"BOCOTRA."
Rabbe, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 21st May, 1896. [1011]

Shipping.

STRAMERS.

NIPPON YUSEN KAISHA.
FOR SHANGHAI, CHEMULPO AND
SHIMONOSEKI.
(Taking through Cargo to WARDHOUSTOCK,
transshipment to SINGAPORE).
THE Steamship
"SATSUMA MARU,"
Captain F. L. Sommer, will be despatched as
above on SATURDAY, the 27th instant, at 5 P.M.
This Steamer is specially fitted up with
Superior Accommodation for Passengers.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd June, 1896. [1017]

NIPPON YUSEN KAISHA.
FOR KOBE AND YOKOHAMA.
THE Chartered Steamer
"OSBORNE,"
Captain P. Rette, will be despatched for the
above Ports on MONDAY, the 24th instant, at 5 P.M.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 22nd June, 1896. [1016]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, LONDON AND ANTWERP.
THE Company's Steamship
"KAGOSHIMA MARU,"
Captain Frenet, will be despatched for the
above Ports on about the 7th July, instead of
the Chartered Steamer *Balmoral* as previously
advertised.
For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 20th June, 1896. [1019]

**THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**
FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.
(Taking transshipment Cargo for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)
THE Company's Steamship
"PAKING,"
H. L. Allen, Commander, will be despatched as
above on FRIDAY, the 10th July, at 5 P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 20th June, 1896. [1011]

"SAILING VESSELS."
FOR NEW YORK.
THE "T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 2nd May, 1896. [1020]

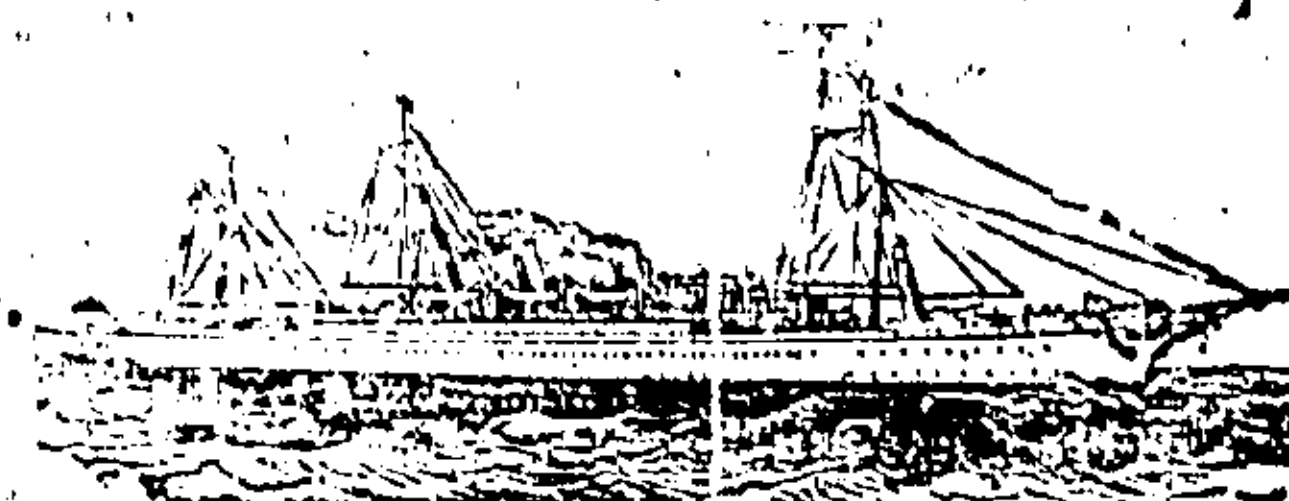
"LUCILE."
Ballard, Master, will load here for the above
Port, and will have quick despatch.
For Freight, &c., apply to
CARLOWITZ & Co.
Hongkong, 2nd May, 1896. [1020]

FOR SAN FRANCISCO.
THE "A. L. BISHOP,"
Rabbe, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, 21st May, 1896. [1011]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st July.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

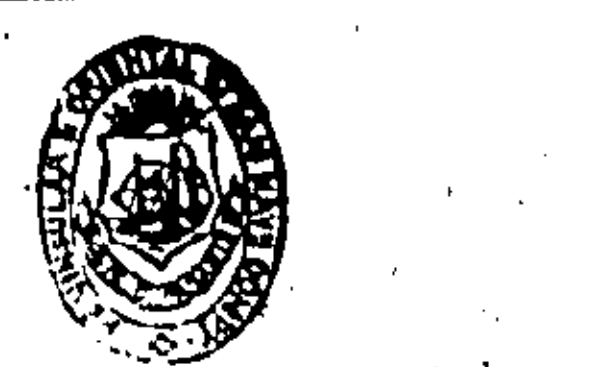
PROPOSED SAILINGS FROM HONGKONG.
Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th July, at Daylight.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st July, at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th August, at Noon.

THE Company's Steamship
"BELGIC,"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATURDAY,
the 4th July, 1896, at Daylight. Connection
being made at Yokohama with Steamers from
Shanghai.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to England,
France, and Germany by all trans-Pacific lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and par-
ticulars of the various Routes may be obtained
upon application.
Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight of
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 19th June, 1896. [1020]

**F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.**
PRAYA CENTRAL, HONGKONG.
SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAHLER'S PATENT MOTOR LAUNCHES,
&c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 19th May, 1896. [1020]

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES,
JULES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Rock Buildings.
Hongkong, 4th March, 1896. [1020]

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship
"KAISAR-I-HIND,"
Captain C. L. Daniel, carrying Her Majesty's
Mails, will be despatched from this Port
BOMBAY, &c., on THURSDAY, the 2nd
July, at Noon, taking Passengers and Cargo
for the above Ports. This steamer connects at
Bombay with the S.S. *Calcutta*, leaving that
port on the 24th July for London direct.
Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.
Passes will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 18th June, 1896. [1031]

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**
VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR
and EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.
HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table.
DOCTOR and STEWARDESSE carried.
HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)
Victoria 3.167 / Saturday ... 1 July 11.
Olympia 2.608 / Wednesday / July 29.
Bramar 3.601 / Sunday ... Aug. 16.
Tacoma 2.549 / Thursday ... Sept. 3.
Victoria 3.167 / Monday ... Sept. 23.
THE Steamship
"VICTORIA,"
Captain sailing at Noon, on
SATURDAY, the 11th July, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada, and
United States Ports.
Consular Invoices of Goods to the United States
Points should be in quadruplicate, and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.
Passes must be sent to our Office (with address
marked in full) by 5 P.M. the day previous to
sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 23rd June, 1896. [1024]

NORFOLK & DEUTSCHER LLOYD.
NOTICE.
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG.
PORTS IN LINE.
BLACK SEA AND BALTIC PORTS.
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Prussia Tuesday ... 27th July.
Sachsen Tuesday ... 18th August.
Bayern Tuesday ... 15th Sept.
Frisia-Holstein Tuesday ... 13th Oct.
Prussia Tuesday ... 10th Nov.

ON TUESDAY, the 2nd day of July,
1896, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain and
CARGO, will leave this Port as above, calling at
NAPLES and GENOA.
Shipping Orders will be granted till Noon on
Saturday, the 18th July. Cargo and 5 p.c. will
be received on board until 5 P.M. on Monday
the 20th July, and Passengers will be received at
the Agency's Office until Noon on Monday, the
20th July. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 c. and Parcels should not exceed 7 lbs. Post
Code in Measurement.
The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Lives can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 23rd June, 1896. [1022]

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